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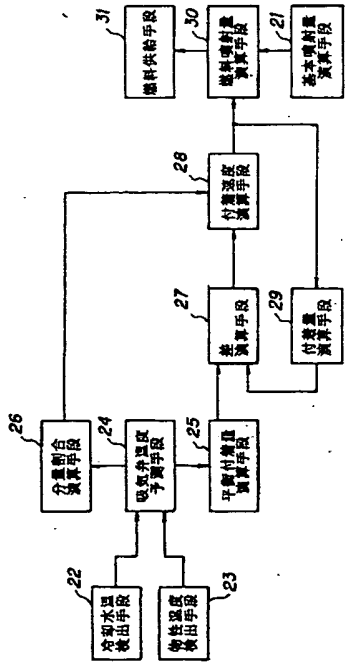
(54)【発明の名称】　エンジンの空燃比制御装置

(57)【要約】

【課題】　ホットリスタート時においても空燃比を一定に保つ。

【解決手段】　冷却水温を検出手段２２が、またこの冷却水温と上昇や下降の特性が異なる物性温度を検出手段２３がそれぞれ検出し、この物性温度と前記冷却水温から吸気弁温度を予測手段２４が予測する。この吸気弁予測温度に基づいて平衡付着量Ｍｆｈを演算手段２５が、またこの吸気弁温度に基づいて分量割合Ｋｍｆを演算手段２６がそれぞれ演算する。演算された平衡付着量Ｍｆｈとその時点での付着量Ｍｆとの差（Ｍｆｈ－Ｍｆ）と演算された分量割合Ｋｍｆとに基づいて付着速度Ｖｍｆを演算手段２８が演算し、この付着速度Ｖｍｆと前記付着量Ｍｆとを燃料噴射に同期して加算することにより付着量Ｍｆを更新手段２９が更新する。付着速度Ｖｍｆで基本噴射量Ｔｐを補正して燃料噴射量Ｔｉを演算手段３０が演算する。



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AIR-FUEL RATIO CONTROL DEVICE FOR ENGINE

Patent Number: JP9177578
Publication date: 1997-07-08
Inventor(s): TAKEYAMA SATORU; NAKAJIMA YUKI
Applicant(s): NISSAN MOTOR CO LTD
Requested Patent: ⌐ JP9177578
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IPC Classification: F02D41/04; F02D45/00; F02M69/00; F02M69/04
EC Classification:
Equivalents:

Abstract

PROBLEM TO BE SOLVED: To keep air-fuel ratio constant even in hot restarting.
SOLUTION: Cooling water temperature and a physical property temperature differed in rising and falling characteristics from the cooling water temperature are detected by a detecting means 22 and a detecting means 23, respectively, and an intake valve temperature is predicted by a predicting means 24 from the physical property temperature and the cooling water temperature. An equilibrated adhesion amount Mfh and a quantity ratio Kmf are calculated by an arithmetic means 25 on the basis of the intake valve predicted temperature, and by an arithmetic means 26 on the basis of the intake valve temperature, respectively. An adhesion speed Vmf is calculated by an arithmetic means 28 on the basis of the calculated equilibrated adhesion Mfh, the difference from the adhesion Mf at that time (Mfh-Mf), and the calculated quantity ratio Kmf, and the adhesion speed Vmf and the adhesion Mf are added synchronously with fuel injection, whereby the adhesion Mf is renewed by a renewing means 29. A basic injection quantity Tp is corrected with the adhesion speed Vmf, and a fuel injection quantity Ti is calculated by an arithmetic means 30.

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